

# The Sydney Morning Herald

No. 5788—VOL. XXXVII.

WEDNESDAY, DECEMBER 17, 1886.

PRICE SIXPENCE.

## BIRTHS.

At Pyrmont, on the 15th inst., Mrs. J. Allen, of a daughter, December 15th, at her residence, New Inn, Sussex-street, Mrs. Allen, of a daughter, December 15th, at her residence, New Inn, Sussex-street, Mrs. Allen, of a daughter, December 15th, at her residence, New Inn, Sussex-street.

## MARRIAGES.

By special license, on the 15th inst., at St. John's Church, Pyrmont, by the Rev. R. L. King, Frank Newell, son of the late Mr. John Newell, of Sydney, and Miss Elizabeth, daughter of the late Mr. John Newell, of Sydney.

## DEATHS.

At Cheshill, on December 16th, Mrs. Eleanor Unsworth, aged 65, widow of the late Mr. John Unsworth, Commercial Department, Sydney.

## SHIP ADVERTISEMENTS.

**SYDNEY TO BALMAIN.** From the Gas Company's Wharf, every ten minutes.

**MANLY BEACH.** Daily, from the Phoenix Wharf, at 10 a.m. and 2 p.m.; returning at noon, and 5.45 p.m. on Wednesdays, and Fridays, at 10 a.m. and 2 p.m.; returning at 12.15 and 6 p.m.

**WATSON'S BAY.** From the Phoenix Wharf every Monday, Wednesday, and Friday, at 10 a.m. and 2 p.m.; returning at 12.15 and 6 p.m.

**STAMMERS** always on hire at the Phoenix Wharf for Parties, Excursions, &c.

**BRISBANE WATER.** The Black Swan starts on FRIDAY, at 10 a.m. for Brisbane, and returns on MONDAY, at 10 a.m.

**WOLONGONG.** The Illawarra, to-MORROW (Thursday) MORNING, at 9 o'clock.

**TEAM TO SHELL HARBOUR.** The Illawarra, to-MORROW (Thursday) MORNING, at 9 o'clock.

**THE ILLAWARRA** will start on FRIDAY MORNING for SHELL HARBOUR on MONDAY MORNING.

**PARRAMATTA STEAMERS.** These swift and commodious boats ply at the following hours:

From Parramatta at 7, 8, 11 a.m., and 4 p.m. From Sydney at 8 a.m., and 4.15, 4, and 6 p.m.

The 8 o'clock express boat from Parramatta calls at Ryde only, but the others stop at the various wharves with the least possible delay.

**ON SUNDAY.** From Parramatta, 7 a.m.; From Sydney, 9 a.m., and 4 p.m.

Cabin, Parramatta, 2s. 6d.; Steerage, 1s. 6d. Ryde, 1s. 6d.

**TEAM TO TWOFOLD BAY.** The WILLIAM FOURTH will leave for MERIMUNGA, calling at ULLADULLA, on THURSDAY, at 6 p.m.

**TEAM TO THE HUNTER.** The HUNTER, for MORPETH, this MORNING, at 8 o'clock.

**THE A. S. N. COMPANY'S STEAMERS.** COLLARBY, to the HUNTER, this EVENING, WEDNESDAY, at 11.

**GOVERNMENT GENERAL** to MELBOURNE, SATURDAY, at 11.

**TELEGRAPH** to MELBOURNE and EDEN, TUESDAY, at 11.

**DOOMERONG** to MORPETH, BAY and IPSWICH, MONDAY, at 11.

**WARATAH** to WIDE BAY, this NIGHT, (Wednesday).

**STEAMER** to CLARENCE TOWN, TUESDAY MORNING, at 8.

**EUROPEAN AND AUSTRALIAN ROYAL MAIL COMPANY.** The first of this Company's steamships, ONIDA, of 2200 tons and 500 horse-power, GEORGE HYDE, commander, will be despatched from Sydney on or about 20th of January, 1887.

Rates of passage money have been fixed as follows:

Sydney to Melbourne, 20s. 6d. Sydney to Adelaide, 30s. 6d. Sydney to Perth, 40s. 6d.

Passengers going to MELBOURNE can only be booked to Melbourne, but the Company will have a steamer at Melbourne to convey them to Adelaide. Fare—First-class, £10s.; second-class, £5s.

The above rates are exclusive of wine, spirits, mail luggage, or stored goods, which, however, can be obtained on board.

Applications for passage, &c., to be made at the Company's Office, Margaret-street.

**CREAM TO LIVERPOOL.** The new steamship ROYAL CHARTER, 2719 tons, Captain BOYCE, will be despatched from Melbourne for Liverpool direct, on the 18th inst., at 10 a.m.

The passage out in 65 days, offers the speediest and best opportunity for passengers and mails to England. Applications for passage and cargo to be made at the Commercial Wharf.

**FOR CLARENCE TOWN AND DUNGO.** The favourite ketch PLOVER, of WEXFORD, BAKER, master, being laid on as a regular trader between Sydney and the above ports, is now ready to receive cargo at the Commercial Wharf.

For freight, &c., apply to THOMAS ALLEN, agent, Exchange-street.

**N.B.**—Cargo received and stored free of charge.

**FOR MANNING RIVER.** The fine coppered and copper-fastened ketch ANNIE, Hereward, master, is now ready to sail positively on WEDNESDAY EVENING.

For freight or passage apply to Captain BENNETT, on board, at the Commercial Wharf.

**FOR THE MANNING RIVER.** The ketch LIGHTNING, 20 tons, M. RUDOLF, master, is now ready to sail on THURSDAY next.

## SHIP ADVERTISEMENTS.

**RETHIEVER.** Captain ABCHER, for the BLUFF, OTAGO, and PORT COOPER, clears at the Customs to-MORROW, for twenty tons of freight.

It sent down at once to the Grafton Wharf, for which, or passage, apply on board, or to LAIDLAY, IRELAND, CO., 190, George-street.

**FOR WELLINGTON AND NELSON.** The first-class brig LOUIS and MIRIAM, now loading at Moore's Wharf, will positively be despatched to-MORROW, for or not.

For freight or passage, having very superior cabin accommodations, apply on board; or to A. MOSES and SONS, Bridge-street; or to LAIDLAY, IRELAND, and CO., 190, George-street.

**THE AL BRIG PALERMO.** For the Friendly Islands, Navigator, and Pigeon Islands, to sail in a few days.

For freight or passage apply to G. M. HENRY, master, on board, at Victoria Wharf, foot of Bridge-street.

**FOR SAN FRANCISCO, via TAHITI.** The fine clipper SEA WITCH, 400 tons, will be despatched about the first week in January.

For 1st or 2nd passage, having superior accommodation, apply to J. S. HARRISON; or to MERRELL and LEAVITT, 2, Macquarie-place.

**FOR CHINA.** The very superior and fast-sailing A1 clipper, INDIAN, 1500 tons, Captain JOHN JOHNSON, will be despatched in a few days.

Her accommodations for passengers are unusually comfortable, and being a remarkably fast sailer, she affords an excellent opportunity for the conveyance of special cargo and other cargo will be taken at moderate rates of freight.

Apply to Captain JOHNSON, on board, Circular Quay; or to BRIELEY, DEAN, and CO., 178, George-street.

**FOR PASSENGERS AND WOOL ONLY.** First Ship for London.—To sail partially from 28th December, 1886, to 1st January, 1887. The KIMBO, A1 clipper, 13 years, JOHN GATSBY, commander, having the whole of her deck weight, and the larger portion of her cargo board, as well as the rest engaged and down, will sail as above. Intending passengers are invited to inspect her splendid accommodations, which are the best of any ship in the harbour, and for which early application is necessary.

N.B.—Carries an experienced Surgeon. Apply to Captain GATSBY, on board, at Circular Quay; or to BRIELEY, DEAN, and CO., 178, George-street.

**SHIP NIMROD.** For LONDON.—Intermediate and steamer passengers are invited to inspect the superior accommodations of the above ship, at the Circular Quay, MONTGOMERY, GRIFFITH, and CO., 11th December.

**TO PASSENGERS FOR LONDON.** To sail (partially) to the KIMBO, A1 clipper, 13 years, JOHN GATSBY, commander, having the whole of her deck weight, and the larger portion of her cargo board, as well as the rest engaged and down, will sail as above. Intending passengers are invited to inspect her splendid accommodations, which are the best of any ship in the harbour, and for which early application is necessary.

N.B.—Carries an experienced Surgeon. Apply to Captain GATSBY, on board, at Circular Quay; or to BRIELEY, DEAN, and CO., 178, George-street.

**FOR LONDON.** To sail 15th January. The splendid clipper, JOHN W. WILLIAMS, 1500 tons, Captain JOHN W. WILLIAMS, will be despatched on the 15th inst., at 10 a.m.

The cargo accommodation of this ship is unequalled, and the cabin is very comfortable. Plans of the ship and rates of freight are on application to GILCHRIST, WATT, and CO., No. 1, Macquarie-street, 24th November, 1886.

**FOR LONDON.** The unmentioned splendid clipper, JOHN W. WILLIAMS, 1500 tons, Captain JOHN W. WILLIAMS, will be despatched on the 15th inst., at 10 a.m.

The cargo accommodation of this ship is unequalled, and the cabin is very comfortable. Plans of the ship and rates of freight are on application to GILCHRIST, WATT, and CO., No. 1, Macquarie-street, 24th November, 1886.

**FOR LONDON.** The unmentioned splendid clipper, JOHN W. WILLIAMS, 1500 tons, Captain JOHN W. WILLIAMS, will be despatched on the 15th inst., at 10 a.m.

The cargo accommodation of this ship is unequalled, and the cabin is very comfortable. Plans of the ship and rates of freight are on application to GILCHRIST, WATT, and CO., No. 1, Macquarie-street, 24th November, 1886.

**FOR LONDON.** The unmentioned splendid clipper, JOHN W. WILLIAMS, 1500 tons, Captain JOHN W. WILLIAMS, will be despatched on the 15th inst., at 10 a.m.

The cargo accommodation of this ship is unequalled, and the cabin is very comfortable. Plans of the ship and rates of freight are on application to GILCHRIST, WATT, and CO., No. 1, Macquarie-street, 24th November, 1886.

**FOR LONDON.** The unmentioned splendid clipper, JOHN W. WILLIAMS, 1500 tons, Captain JOHN W. WILLIAMS, will be despatched on the 15th inst., at 10 a.m.

The cargo accommodation of this ship is unequalled, and the cabin is very comfortable. Plans of the ship and rates of freight are on application to GILCHRIST, WATT, and CO., No. 1, Macquarie-street, 24th November, 1886.

**FOR LONDON.** The unmentioned splendid clipper, JOHN W. WILLIAMS, 1500 tons, Captain JOHN W. WILLIAMS, will be despatched on the 15th inst., at 10 a.m.

The cargo accommodation of this ship is unequalled, and the cabin is very comfortable. Plans of the ship and rates of freight are on application to GILCHRIST, WATT, and CO., No. 1, Macquarie-street, 24th November, 1886.

**FOR LONDON.** The unmentioned splendid clipper, JOHN W. WILLIAMS, 1500 tons, Captain JOHN W. WILLIAMS, will be despatched on the 15th inst., at 10 a.m.

The cargo accommodation of this ship is unequalled, and the cabin is very comfortable. Plans of the ship and rates of freight are on application to GILCHRIST, WATT, and CO., No. 1, Macquarie-street, 24th November, 1886.

**FOR LONDON.** The unmentioned splendid clipper, JOHN W. WILLIAMS, 1500 tons, Captain JOHN W. WILLIAMS, will be despatched on the 15th inst., at 10 a.m.

The cargo accommodation of this ship is unequalled, and the cabin is very comfortable. Plans of the ship and rates of freight are on application to GILCHRIST, WATT, and CO., No. 1, Macquarie-street, 24th November, 1886.

**FOR LONDON.** The unmentioned splendid clipper, JOHN W. WILLIAMS, 1500 tons, Captain JOHN W. WILLIAMS, will be despatched on the 15th inst., at 10 a.m.

The cargo accommodation of this ship is unequalled, and the cabin is very comfortable. Plans of the ship and rates of freight are on application to GILCHRIST, WATT, and CO., No. 1, Macquarie-street, 24th November, 1886.

**FOR LONDON.** The unmentioned splendid clipper, JOHN W. WILLIAMS, 1500 tons, Captain JOHN W. WILLIAMS, will be despatched on the 15th inst., at 10 a.m.

The cargo accommodation of this ship is unequalled, and the cabin is very comfortable. Plans of the ship and rates of freight are on application to GILCHRIST, WATT, and CO., No. 1, Macquarie-street, 24th November, 1886.

**FOR LONDON.** The unmentioned splendid clipper, JOHN W. WILLIAMS, 1500 tons, Captain JOHN W. WILLIAMS, will be despatched on the 15th inst., at 10 a.m.

The cargo accommodation of this ship is unequalled, and the cabin is very comfortable. Plans of the ship and rates of freight are on application to GILCHRIST, WATT, and CO., No. 1, Macquarie-street, 24th November, 1886.

**FOR LONDON.** The unmentioned splendid clipper, JOHN W. WILLIAMS, 1500 tons, Captain JOHN W. WILLIAMS, will be despatched on the 15th inst., at 10 a.m.

The cargo accommodation of this ship is unequalled, and the cabin is very comfortable. Plans of the ship and rates of freight are on application to GILCHRIST, WATT, and CO., No. 1, Macquarie-street, 24th November, 1886.

## PERSONS ADVERTISED FOR.

**JAMES BOVET,** late of 150, Turen, please to communicate your address to Mr. W. PARKER, Post Office, Melbourne.

**M. RICHARD SPIERS,** of Harrow, England, came out in the Blackbird, in 1855. Your wife is in Melbourne, and is most anxious to hear from you. Address: Brougham, Melbourne.

**NOTICE.**—If this comes to the notice of MARIA HOFFMANN, who arrived in Sydney 25th March, 1855, her brother, JACOB ULLICH, begs she will write to him. Address: Colinton, Ipswich, Moreton Bay.

**SAHAK WALKER.**—Please write to your Brother.

**WILLIAM MCGILL** and Wife, from Cambridge-shire, England, who came to this colony in the ship Rose of Sharon, will hear of their brother JAMES by applying to J. C. GLUE, Labour Office, 44 Pitt-street North, Melbourne.

**ROYAL VICTORIA THEATRE.**—THIS EVENING. Mrs. Charles Turner. Miss Adelaide. Mrs. Ormby Delamain. Miss Jojo.

**ROYAL VICTORIA THEATRE.**—THIS EVENING. Clarendella. Miss Adelaide. Prince Rodolph. Miss Jojo.

**OUR LYCEUM.**—TO-MORROW, Thursday EVENING. Complimentary Benefit of Mr. W. H. STEPHENS. On which occasion will be presented a Historical Drama, THE LIONESS OF THE NORTH, in which Mrs. Charles Potts will make her first appearance.

The Lyceum, 101, Market-street, in which Mrs. Charles Potts will make her first appearance. Mr. Stephens has also great pleasure in announcing that Mr. and Mrs. James Stark and Mrs. A. Tanning, have, in a handsome manner, volunteered their valuable services.

**OUR LYCEUM.**—TO-NIGHT, THE WRECK ASHORE, and THE DENOUNCER.

**NEW YEARS' BALL.**—Mr. J. CLARK begs to announce that his Annual Ball will take place in his new and spacious Hall, on 3rd instant, Elizabeth-street North, 10th December, 1886.

**MR. J. CLARK'S Dress Quilted Assembly** will take place at his Rooms, Elizabeth-street North, THIS EVENING. Admission—tickets only, to be had at his residence.

**ON BOXING DAY** in the Outer Domain.—The Temple of Concord, with nearly eight hundred tickets.

**A GOOD DISPLAY** and discharge of 100 Rockets in the Domain on BOXING NIGHT by D. BOOTH.

**MUSICAL NOTICE.**—Mr. CASP. KRIEGERMAN, begs most respectfully to inform his friends that the Examination of his Pupils will take place at his residence, 23, Market-street, WOODMOON, DECEMBER 22nd, at 11 o'clock, a.m.

**PROGRAMME.** 1.—Selection from Norma. 2.—Selection from Der Freischütz. 3.—Pelleas and Melisande. 4.—Pelleas and Melisande. 5.—Selection from Der Freischütz. C. M. V. Weber. 6.—Selection from Der Freischütz. C. M. V. Weber.

**1.—Variation sur la Violette.** Henri Herz. 2.—The Swan. Frédéric Chopin. 3.—La Noce de Figaro. W. A. Mozart. 4.—La Cenerentola. Gio. Battista Pergolesi. 5.—Nocturne. Frédéric Chopin. 6.—Mourning. Frédéric Chopin. 7.—Solo and Finale. Thalberg.

**WINDSOR SPORTS FOR BOXING DAY.** RACE 1. For all amateurs pulling a pair of oars, in any boat, to start from the Park Ward on the South Creek, rounding a buoy on the east side, back to Bosley's Wharf, and round the buoy on the west side, and back to starting place. Prize, £7; entrance, 7s. Three entrants or no race.

RACE 2. For all boats except those entered in first race pulling a pair of oars, the same course as first race. Prize, £5; entrance, 5s. Three entrants or no race.

RACE 3. For all boats except those entered in first and second races, the same course as first race. Prize, £3; entrance, 3s. Three entrants or no race.

RACE 4. For all boats except those entered in first, second, and third races, the same course as first race. Prize, £1; entrance, 1s. Three entrants or no race.

RACE 5. For all boats except those entered in first, second, third, and fourth races, the same course as first race. Prize, 10s.; entrance, 10s. Three entrants or no race.

RACE 6. For all boats except those entered in first, second, third, fourth, and fifth races, the same course as first race. Prize, 5s.; entrance, 5s. Three entrants or no race.

RACE 7. For all boats except those entered in first, second, third, fourth, fifth, and sixth races, the same course as first race. Prize, 2s.; entrance, 2s. Three entrants or no race.

RACE 8. For all boats except those entered in first, second, third, fourth, fifth, sixth, and seventh races, the same course as first race. Prize, 1s.; entrance, 1s. Three entrants or no race.

RACE 9. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, and eighth races, the same course as first race. Prize, 10s.; entrance, 10s. Three entrants or no race.

RACE 10. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, and ninth races, the same course as first race. Prize, 5s.; entrance, 5s. Three entrants or no race.

RACE 11. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, and tenth races, the same course as first race. Prize, 2s.; entrance, 2s. Three entrants or no race.

RACE 12. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, and eleventh races, the same course as first race. Prize, 1s.; entrance, 1s. Three entrants or no race.

RACE 13. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, and twelfth races, the same course as first race. Prize, 10s.; entrance, 10s. Three entrants or no race.

RACE 14. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, and thirteenth races, the same course as first race. Prize, 5s.; entrance, 5s. Three entrants or no race.

RACE 15. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, and fourteenth races, the same course as first race. Prize, 2s.; entrance, 2s. Three entrants or no race.

RACE 16. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, fourteenth, and fifteenth races, the same course as first race. Prize, 1s.; entrance, 1s. Three entrants or no race.

RACE 17. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, fourteenth, fifteenth, and sixteenth races, the same course as first race. Prize, 10s.; entrance, 10s. Three entrants or no race.

RACE 18. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, fourteenth, fifteenth, sixteenth, and seventeenth races, the same course as first race. Prize, 5s.; entrance, 5s. Three entrants or no race.

RACE 19. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, fourteenth, fifteenth, sixteenth, seventeenth, and eighteenth races, the same course as first race. Prize, 2s.; entrance, 2s. Three entrants or no race.

RACE 20. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, fourteenth, fifteenth, sixteenth, seventeenth, eighteenth, and nineteenth races, the same course as first race. Prize, 1s.; entrance, 1s. Three entrants or no race.

RACE 21. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, fourteenth, fifteenth, sixteenth, seventeenth, eighteenth, nineteenth, and twentieth races, the same course as first race. Prize, 10s.; entrance, 10s. Three entrants or no race.

RACE 22. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, fourteenth, fifteenth, sixteenth, seventeenth, eighteenth, nineteenth, twentieth, and twenty-first races, the same course as first race. Prize, 5s.; entrance, 5s. Three entrants or no race.

RACE 23. For all boats except those entered in first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, fourteenth, fifteenth, sixteenth, seventeenth, eighteenth, nineteenth, twentieth, twenty-first, and twenty-second races, the same course as first race. Prize, 2s.; entrance, 2s. Three entrants or no race.

**MEDICAL.**—Wanted, a Resident Medical Officer for the Odeon Medical Institution. For particulars apply to Mr. E. RYLAND, 194, George-street, opposite the BARRIO Office.

**PIANO** (second hand) wanted by hire; terms 20s. per month. Address, T. S. 30, King-street.

**PIANOFORTE.**—Wanted, a good second-hand instrument. Address by letter, to MUSIC, HERALD Office.

**REQUIRED** to proceed to Bristol, Port Stephens, in a small boat, one Blacksmith; he must be a good hand at his trade. Also two Blacksmiths; married or unmarried. Apply at the Australian Agricultural Office, No. 122, George-street, Sydney.

**REQUIRED BOARD AND LODGING** for a small family, or two beds and one sitting room, with use of kitchen. Address J. R. J., 93, Pitt-street.

**RENTS** and CATTLE wanted to purchase for the Victoria market. W. H. A. Commercial buildings, Queen's-place.

**TO GAS FITTERS.**—A Gas Fitter and Brass Fitter, fully competent to execute all work in those branches, being required in one of the Australian colonies; persons desiring to offer their services as such, are requested to address under stating particulars as to qualifications and references. A married man would be preferred, for whom an interview would be found. Box 185, General Post Office, Sydney, 13th December, 1886.

**TO QUALIFIERS.**—A Gentleman of active habits, and a good rider, desires to gain a knowledge of stock; would be happy to instruct in the ancient and modern methods of riding. Address to the Manager, THE PROFESSIONAL, 101, Market-street, Sydney.

**TO MILLINERS.**—Wanted, a first-hand Milliner. Address to the Manager, THE PROFESSIONAL, 101, Market-street, Sydney.

**TO GROOMS ASSISTANTS.**—Wanted, Two Young Men, thoroughly conversant with the retail counter trade. JOHN HUGHES, "Market House," corner of George and Market streets.

**WANTED,** by a new woman, a furnished Apartment in a quiet family. Apply to Mrs. O'DRISCOLL, Packer's Office, Phillip-street, Sydney.

**WANTED,** a respectable Woman, as Cook; none but competent persons need apply to Mrs. PAWSEY'S Registry Office, 2nd floor, 2nd street, Sydney.

**WANTED,** a respectable Lady as an Apprentice to the Tailoring. SMITH and RILEY, 73, Pitt-street.

**WANTED,** a Superintendant, to take charge of a sheep station with about 10,000 sheep, in the New England district. Apply by letter only to R. H. Care of Messrs. Nichols and Williams, solicitors, 61, Pitt-street, Sydney.

**WANTED,** two General Servants, for one house, at Liverpool. J. C. GLUE, 48, Pitt-street North.

**WANTED,** a House Servant, in a family of four. Apply at No. 201, George-street.

**WANTED,** a New Woman, to apply to Mrs. CLEVE, Charlotte-place.

**WANTED,** an active Man as a Writer. E. SAMUELSON, Golden Fleece, King and George streets.

**WANTED,** a Wet Nurse, Apply to Dr. ROBERTSON, 3, Wynyard-square, at 9 a.m., or 2 p.m.

**WANTED,** well-furnished Apartments, with attention to the neighbourhood of Darlinghurst. For superior accommodation and reasonable rates, apply to Mrs. C. W. care of Mr. Smith, chemist, William-street, WOODMOON.

**WANTED,** an experienced English General Servant, to take charge of a household. Address A. F. HERRING, to Miss WILKINSON, 4, Lower George-street.

**WANTED,** a respectable Youth—one who has some taste for drawing preferred. A clever lad would learn in a few years, a respectable and profitable occupation. Apply to Mr. C. W. care of Mr. Smith, chemist, William-street, WOODMOON.

**WANTED,** a well-furnished Cottage, in a good situation—the neighbourhood of Darlinghurst preferred for the term of six months. Address O. W. care of Mr. Smith, chemist, William-street, WOODMOON.

**WANTED,** a General Servant, who can wash and iron. Apply to Dr. CATTELL, 200, Pitt-street.

**WANTED,** a Farm Servant—a Girl who can milk well. Apply BARNES'S Office, George-street.

**WANTED,** a Situation as Coachman, by a Single Man, thoroughly acquainted with horses and driving. Apply in town or country. Apply to OLIVER STAINES, 101, Market-street, Sydney.

**WANTED,** an active clean Woman, as a General Servant, Scotch or German, for a family of three. She will have to wash, &c., for two. 64, Elizabeth-street, opposite the Theatre Royal, Sydney.



Library of Australia

<http://nla.gov.au>

u/nla.news-page14969







**NORTH AUSTRALIAN EXPEDITION**

that the necessity for the large forces by looking at the records of the Supreme or Police Courts, they would be nothing there to justify it, and certainly from the mass of evidence before him he was not inclined to believe in themselves of being in any way more efficient than the portions of the British Empire. He was not inclined to go, the police in most of the large towns of England were confined to some dozens or scores in number, and he was not inclined to believe himself when such as large numbers were guarded by the police, and he was not inclined to believe that now the police of that country would be considered to have been the most efficient of any in the world. They might refer to the police of London, but he was not inclined to believe that the police of London were any more efficient than the police of any other town. He was not inclined to believe that there was no analogy between the two cases, and there was no doubt that the main cause why the large forces of police had been formed there was that London was the metropolis of a large and populous empire; that it was the hot-

professional lives, that it was the resort of men who had been reared, and were likely to die in their vocations. There were certainly causes for an extensive organization of police in London that did not and could not exist in a young country like this; and yet, in the case of this, the police force of New South Wales was in excess of the police force of London, and Wales with the number of the population. In the Metropolitan Police District of England, including the whole of the Central Criminal Court District, or an area of fifteen miles in a direct line each way from Charing Cross to the City of London, the population was 2,338,000 in 1849. The same number in the police force in that year was 5,513, while the expenditure for the year amounted to only £374,920, and these included items that the estimate now before the House did not, such as office expenses, law charges, and the maintenance of families and light, and retired allowances, and expense, &c. &c.

According to a rough calculation he had made, this expenditure would be at the rate of about \$1.14 per capita for the population he had named, instead of 12s. 10d., the rate for the whole of this country. Then again, he found that, in the year referred to, 1819, there were committed no less than 15,182 robberies, the value of the articles stolen being £244,444. These figures, he said, showed that this country, in a metropolis where it was evidently necessary, whether from the number of rogues inhabiting it or from the actual robberies committed in it, that a good strong police should be maintained, and that the inhabitants should submit to it; yet that the cost to non-inhabitants was not more than one-third of that which was inflicted upon them where no such causes existed. He found, moreover, that the cost to the most non-members would be sufficient to show them that this city had now no better protection than it had in 1852; and he did not think that any hon. member would, either individually or collectively, undertake that he had come within his own knowledge, without the assistance of the police, to affirm that there were now greater facilities for the protection of property than there were formerly when the city was so much better protected.

It might be that it would be deemed imprudent to make a reduction to the extent he proposed at one time; but let it be remembered that even if it be so, the cost of the police would be less than it was nearly double of what was asked for in 1852. Of course it would be extremely difficult for any hon. member, not acquainted with the whole subject, to undertake to give an opinion on this question.

He said that in the city alone a very important saving might be effected, without any injury whatever to the society. So far from this, that he contended the police force would be increased, and that a large number of persons in the police force, even if they were required, must be injurious, in a general view to the community; and it was a very serious consideration, that all the savings of labour, that they would sooner take any man, than one who had been a discharged policeman into their service, because his previous habits, and the nature of his employment, would be a great detriment to the community. He said that he was very sensibly aware of a prejudicial effect upon his conduct. It appeared to him that any person not absolutely free so, and overpowered that they must necessarily be required, by the Government, to do a great deal of thing, which would be to waste, and so doing an injury to the community. He would not detain the House further, but would move

[illegible]

It is not clear from the evidence whether the employment of so large a proportion of the small population in the armed forces was a necessary consequence of the inadequacy of commercial and political considerations, and to what extent the estimates for this service for 1857 ought to be taken as a guide to the actual number of troops. It is not clear, either, whether the Government was prepared to consider the possibility of the country being invaded, with due consideration for the wants of the respective districts, so as not to cause the withdrawal of any necessary protection; but, as the country and the House were not entitled to know the reasons for the Government's decision, it is not possible to say whether the Government was prepared to carry out this reduction if they could not, out of £171,545 *l.* 3*s.*, consent to cut off £100,000 *l.* without withdrawing the troops, or whether the objection to such a large extent. Although, no doubt, different objections might arise that the expenses of the police were large, and that the Government might be able to do more or otherwise, it was not the question. The question was, whether it was possible to come to the conclusion to cut off so large a sum without knowing

and presents they were called on to make that reduction. He said that the House would not be able to do that, and that he would judge a reduction to this extent would be out of the question, and impracticable. He believed that the sum of \$217,849 would be sufficient to pay the salaries of the police, and that reduction could be shown by taking out those salaries and the amount bearing to the police. He would not ask the House how they could consent to take this sum of \$70,000 out of the amount which they had voted to give to the police. He said that, for instance, on page 24 of the Estimate, it was there a sum of \$217 for the Sydney Police Magistrate's department. Now it was not a sum of \$217, but a sum of \$217,849, and he was doing nothing to do with police proper. Again, they found on the next page that there was an allowance for Inspector of Weights and Measures, and an allowance for removing and destroying by the surveyors the old buildings, and he was not doing anything towards the salary of the Police Magistrate and clerk, he

that neither these items as belonging to police proper, he contended, nor the items as belonging to the State Police. He said that he and-by state what the amount was with the reduction of the police magazines included, and what it would be if it were not included. He said that he was an assistant for an interpreter, and regarded as destroying documents. There was a balance of \$129,100 in expenses. Now, these items could not be included in the expenditure for police proper. They had what he conceived could not be charged to the State Police. He said that the State Police maintain a large sum put down for Gold Escorts. Now these several items could not fairly be called police expenses, and if they were not, he said that the amount would amount to \$61,348, and that he would not be able to get that amount. He said that if they deducted this amount from a balance of \$129,100, which he stated in the Estimates, it would leave a balance of \$129,100, from which a sum, according to the hon. member, they should deduct for the State Police. He said that he did not think that it could be a sufficient amount to leave for their due protection.

lance into account the scattered population of the country. His argument was that it would be more reasonable to determine whether or not the police magistrates should be deemed to have been negligent in their duties. He said he did not think the police magistrates should not be deemed negligent because they were not paid as much as the district judges would suggest the sum therefor \$60383. Even then the charges for police purposes would not amount to more than \$100,000 per annum. The speaker said that the cost of the police \$106,000. He would venture to draw the attention of the House to a few circumstances which he thought were very important, and which he believed were greatly exaggerated. Without going the whole length of saying that the expenses for police should be retained in its integrity, he did not conceive that it would admit of any considerable reduction. He said that if the House had a right to say so in its essentials it should meet with a reduction. The hon. member made a great deal of comparing the number of p-lies near London with the number of p-lies in other places, and stated that the cost of the police here was double

that it was in London. The hon. member failed to re-remember, or, if he did remember, failed to bring under notice, the fact that the rate of wages in Sydney was different to those of London and that the rate of wages in London was not half what it was here. It was also true that the cost of living in London was widely different from the state of prices in London. He considered that these two circumstances would render a comparison between Sydney and London without comparison and inadequate. He thought that the hon. member's statement was untrue. Nobody would go more than he would himself in bear testimony to the very excellent state of society and great freedom of movement which existed in London at the time of his acquaintance to what these hon. member did. According to his judgment it was the presence of the police which had prevented disorder from occurring, but the hon. member said "No! No!"

He apprehended that if they reduced their police—disorder might ensue. He would say again in regard to the reduction proposed, that he was not at all satisfied with the present force of the city, and that he too greatly supplied with police, if he had pointed to the large number of men of Mattland, where he believed there was a large number, or to the East End district, where there was also a large number, and had suggested that he would reduce the rest of the force to correspond to the plan to carry out his object, but he made no suggestion. There were innumerable districts where the minimum number of men could be maintained, and he did not think it probable that he probably a watchman keeper. He said minimum, because he considered it would be impossible to go below the scale; if he had suggestions were to be made, they must be based upon the fact that Mattland had a better large force than the City, or in Sydney. There was certainly one consideration which he thought ought not to be lost sight of. It was this—the

to be, had forgotten that the gold discovery had something to do with the expenditure. The police arrangements and expenditure had been doubled since the time when the man in the white coat had been shot. The man in the white coat was the man who had been shot in the House that this city contained for police costs thirty miles, he thought the number of the police for the city of Sydney was down as 150, still it was not 130 effective men. It could be borne in mind that almost in the same manner as with the military, it required three men for every one of the police. There were only 50 effective men. No doubt all these men would be ready to take a part, but in any case of emergency, but under the ordinary circumstances, the police force was not sufficient to cope with the enormous numbers of Sydney. Now he did not think fifty effective men were more than sufficient to perform the duties of the police.

honorably. He might not have been as good a policeman here as more than double what was in London. Now, with regard to crime, he saw a different distinction to what the hon. member did, and he believed that the decrease of crime was occasioned by the presence of the police. At the same time he acknowledged that

<http://nla.gov>.



would have the same powers of dealing with the Espionage law, the matter as they had before. He admitted that the amount proposed for police was excessive, but as there was no information before the House to show how far it was so, and in what respect

Upon the motion of Mr. PARKER the House resolved itself into a committee of the whole for the further consideration of the bill.

Mr. PARKER moved the adoption of clause 19, which declared that up to the third day before the election any citizen may nominate in writing to the returning-officer any other citizen as a can-

tion carried by the Council should only be done after seven days notice, and by a majority of two-thirds of the members present. It was opposed by Mr. FOISTER and Mr. PARKER, and supported by Mr. NICHOLS, on the score that there had been meetings of the late Council, at which resolutions had been carried and rescinded three or four times of meeting successively.

same Government ought to be forthwith approved that the services of these very Companies will not be required by the colony after the expiration of the year 1857. 2. That the House is also of opinion, that the present circumstances of the colony do not call for the continuance of two Colonial Armies now paid to the whole of the Military, beyond the year 1857. 3. That the foregoing resolutions be embodied in an Address to the Governor.

Mr. S. Arndell's g. g. Sharnbrook, aged ... .. 3 1 2  
 Mr. James Doyle's o. g. Chumuck, aged ... .. 3 4 3

POUNDS DUTY.

Two saddles were run for; one was won by Mr. A. Doyle's Mr. Charles, the other by a horse of Mr. James Doyle's.

A sweepstakes race of ten shillings each, with 610 surplus pounds added, was won by Mr. Taylor's mare Beauty.

<http://nla.g>

orary residence in Jermyn-street, St. James's, in the  
6th year of his age.  
Captain Mowbray, one of the captains of Greenwich  
Hospital, expired at his apartments on Saturday morn-  
g, September 20th, at five o'clock, at the advanced  
age of 84.

496989











u/nla.news-page14969